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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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- In April 1955, the following enterprises were controlled by the "Verwaltung fuer Industriebedarf" (Administration for Industrial Requirements) (Vfi):
 VEB Industriewerk Karl-Marx-Stadt at 221 Zwickauerstrasse, Chemnitz, Karl-Marx-Stadt: In July 1955, aircraft engines of type M 11 and Ash-21 were repaired at this enterprise by order of the Verwaltung des Aero Club (Administration of the Aero Club).
 The manufacture of type Ash-82 aircraft engines was scheduled to be started in the fourth quarter of 1955. VEB Industriewerk Dresden-Klotzsche on Karl-Marx-Strasse, Dresden-Klotzsche: This enterprise is scheduled to build commercial aircraft and transport aircraft of type Il-14.
 VEB Maschinen- und Apparatebau (Factory for Machine and Apparatus Construction) at 10-12 Kurt Beyerstrasse, Schkeuditz:
 The enterprise functions as a repair shop for aircraft of the Verwaltung des Aero Club.
 The following enterprises are concerned with development work:
 VEB Maschinen- und Apparatebau Klotzsche for new aircraft types;
 VEB Apparatebau Lommatzsch for gliders;
 VEB Entwicklungsbau on Sonnenstein Castle at Pirna on the Elbe River, for jet engines;
 VE Zentralinstitut (Central Institute), also on the Sonnenstein Castle at Pirna, research institute for materials, measuring techniques etc.
 The VE Geratelager (Equipment Depot) at Freiberg and the Fachschule fuer Leichtbau (Technical College for Light Construction) at 25 Elisenstrasse, Dresden A 16, are controlled by the Budget Department of Vfi.
- Aircraft production in the GDR is meeting with difficulties because of a shortage of materials. German materials are still being developed. Stocks dating from 1952 must therefore be used. Quantity production of aircraft cannot be started for the time being because the materials required are not available. There is a critical shortage of high-quality steel, such as titanium steel, manganese steel etc. Negotiations were started some time ago to obtain such steels from the USSR. Prof. Rudolf Baade, the technical manager of Vfi was scheduled to fly to Moscow in order to accelerate negotiations.

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3. In August 1955, tests with a new type of a turbo-jet engine were started. The turbine is fitted with a 14-stage compressor and has three turbine wheels. It is an improved version of the TL-012 engine and will probably receive type identification No 14.

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